



Technological University Dublin
ARROW@TU Dublin

Technical Schools:Examination Papers

City of Dublin Technical Schools

1933

Shorthand (1st Year): Technical School Examinations 1933

Department of Education: Technical Instruction Branch

Follow this and additional works at: <https://arrow.tudublin.ie/techexam>

 Part of the [Education Commons](#)

Recommended Citation

Department of Education: Technical Instruction Branch, "Shorthand (1st Year): Technical School Examinations 1933" (1933). *Technical Schools:Examination Papers*. 2.
<https://arrow.tudublin.ie/techexam/2>

This Other is brought to you for free and open access by the City of Dublin Technical Schools at ARROW@TU Dublin. It has been accepted for inclusion in Technical Schools:Examination Papers by an authorized administrator of ARROW@TU Dublin. For more information, please contact yvonne.desmond@tudublin.ie, arrow.admin@tudublin.ie, brian.widdis@tudublin.ie.



This work is licensed under a [Creative Commons Attribution-Noncommercial-Share Alike 3.0 License](#)



Examination
Number.....

COURSE IN COMMERCE.

AN ROINN OIDEACHAIS.
(Department of Education.)

BRAINSE AN CHEARD-OIDEACHAIS.
(Technical Instruction Branch.)

TECHNICAL SCHOOL EXAMINATIONS.
1933.

SHORTHAND.
(First Year.)

Thursday, May 18th—7 to 7.30 p.m.

Examiner—MISS M. A. MURPHY, F.C.T.S.

Co-Examiner—J. F. BURKE, ESQ., D.S.C.

Enter your Examination Number in the space provided above.

On the Envelope supplied, enter your Examination Number, subject of examination and system of Shorthand used.

Write the following in correct Shorthand. Place your outlines underneath the printed words :—

The railways are part of the essential machinery

of our economic life. Everything affecting

them is a matter of public concern. The

difficulties in which they find themselves to-day

are mainly a heritage from the past. The

very lay-out of the whole system, which originally

was never designed to assist commerce, imposed

on it a grave disadvantage. Instead of being

linked up, the towns were avoided. Again

the charges were excessive, even up to a short

time ago, and were not based on a policy of

helping industrial effort at home; this is one

of the reasons why the present situation presses

very heavily. The declining population which

robbed the railroads each year of more passenger

traffic and more carriage of goods, added to

the slump when it came, and then the buses

began to run uncontrolled and undirected. In

that extremity the directors proposed a further

cut in the pay of their workers. Such a

policy could only be justified if the men's

remuneration was excessive, or if this were a

temporary decline. But the railroads are a

part of our lives, and what is needed is a

permanent solution. If the buses and motor

traffic were used to supplement and not to

destroy the railroads, the present crisis might

be surmounted.
